PROSPECTUS

OF THE

CANADA, NEW BRUNSWICK, AND NOVA SCOTIA RAILWAY COMPANY.

CAPITAL: TWO MILLIONS STERLING,

IN 100,000 SHARES OF £20 EACH,

With power (10 and 11 Victoria, Chap. 122,) to increase the Capital,

Provisional Committee.

Named in Act of Incorporation.

Sir ALLAN N. MACNAB, Kt., M. P. P.
Honorable JOHN MOLSON.
" ADAM FERRIE, Member of Legislative Council.
" JAMES FERRIER, do. do.
" ROBERT U. HARWOOD, Seigneur of Vaudreuil.
Sir GEORGE SIMPSON, Kt., Governor of the Honorable Hudson Bay Company.
PETER WARREN DEASE, Esquire, of the Honorable Hudson Bay Company.
ALLAN McDONELL, Esquire, do. do.. do.
ROBERT ARMOUR, Esquire, Master of the Trinity House, Montreal.
CHARLES H. CASTLE, Esquire Cashier of City Bank, Montreal.
JOHN TRY, Esquire, Commissioner of Montreal Harbour.
HENRY CORSE, Esquire.
JOHN MATTHEWSON, Esquire.
WILLIAM B. JARVIS, Esquire, Sheriff of Home District.
JOSEPH CARY, Esquire, Deputy Inspector General.
JOSIAH TIMMIS, Esquire.

ALSO:

Honorable JOSEPH BOURRET, Member of Legislative Council, and Mayor of the City of Montreal.
" HENRY SHERWOOD, Q. C., M. P. P.
" CHARLES SABREVOIS DE BLEURY.
" AUSTIN CUVILLIER.
" LOUIS MASSUE, Member of Legislative Council,
" AMABLE DIONNE, Member of Legislative Council, Seigneur of Kamouraska.
" THOMAS MACKAY, Member of Legislative Council.
" WILLIAM BEVERLY ROBINSON, M. P. P.
" GEORGE S. BOULTON, Member of Legislative Council.
" JOHN ROSS, do. do.
" R. MATHESON, do. do.
" JOSEPH DIONNE, do. do.
" JAMES MORRIS, do. do.
" HENRY J. BOULTON, M. P. P.
THOMAS ALLEN STAYNER, Esquire, Deputy Postmaster General for British North America.
JOHN PRINCE, Esq., Q. C., M. P. P.
THOMAS KIRKPATRICK, Esquire, Mayor of Kingston,
ROBERT N. WATTS, Esquire, M. P. P.
WILLIAM WORKMAN, Esquire, Director of St. Lawrence and Champlain Railroad.
ALBERT FURNISS, Esquire.
ALFRED LAROCQUE, Esquire.
BENJAMIN H. LEMOINE, Esquire, Cashier of the Banque du Peuple,
JEAN BRUNEAU, Esquire.
WILLIAM LUNN, Esquire.
JOHN ELMSLEY, Esquire.
WILLIAM HENRY BOULTON, Esquire, M. P. P.
B. C. A. GUGY, Esquire, M. P. P.
JOHN EGAN, Esquire, M. P. P.
ALEXANDER McLEAN, Esquire, M. P. P.
PAUL FRASER, Esquire, Honorable Hudson Bay Company.
JOSEPH MORRISON, Esquire, M. P. P.
HARMANNUS SMITH, Erquire, M. P. P.
BENJAMIN HOLMES, Esquire, M. P. P.
F. X. METHOT, Esquire, M. P. P.
PIERRE J. O. CHAUVEAU, Esquire, M. P. P.

Consulting Engineers.

Sir JAMES ALEXANDER, Kt., R. E.
Lieut. SYMONDS, R. E.
EDWARD STAVELY, Esquire, C. E.

Consulting Counsel.

Honorable HENRY SHERWOOD, Q. C., Toronto.
JOHN PRINCE, Esquire, Q. C., Sandwich.
B. C. A. GUGY, Esquire,
JOHN ROSE, Esquire, Q. C. } Montreal.

Solicitor.

GEORGE FUTVOYE, Esquire.

Bankers.

The BANK OF MONTREAL,
The BANK OF BRITISH NORTH AEERICA,
The CITY BANK,
La BANQUE DU PEUPLE,
The COMMERCIAL BANK,
The BANK OF UPPER CANADA, } Montreal.

Secretary.

JOSIAH TIMMIS, Esquire.

A careful examination of the country along the proposed Road, for the purpose of constructing a Railway from Quebec to Halifax, and also to Montreal, through the Eastern Townships, *via* Drummondville or Melbourne, with a Branch to Fredericton, likewise to the most eligible point of Chedabucto Bay, or the Atlantic Harbour at Whitehaven, in Nova Scotia, having been commenced in 1844, under the auspices of His Excellency the Governor General of British North America, with the assured support of the Imperial Government, a Line, of the most favourable gradients has been found, for nearly the whole distance, which, from the best authorities, is estimated at 740 miles from Montreal to Halifax. After wearisome difficulties, and many obstacles which the Committee have had to contend with, chiefly from the vast importance of this great work not having been, in any way, generally understood in Canada,—firm perseverance through this lapse of time, combined with a thorough knowledge of the immeasurable benefits which will result to the Provinces, as well as to the Shareholders,—has enabled the Committee to succeed in obtaining the Act of Incorporation, with the general, and, finally, cheering support of the Provincial Legislature, and whilst abundant occupation will by this enterprise be afforded to many thousands of the unemployed, for which the Mother Country has expended millions on objects less important, a profitable field will be opened for her surplus population—facilities increased for lumber operations—more regular employment for the mercantile navy—and a closer connection with the Parent Country, constantly exhibited, to the dullest capacity, as pre-eminently advantageous to both;—and since the Prospectus of the 28th February was issued, the Committee have the gratification to announce that the Provincial Government has liberally responded to their application for a free Grant of Land in aid of this great undertaking, by placing the Crown Lands for ten miles on each side of the road for the whole distance through which it shall pass at the disposal of the Imperial Government for that purpose; as well as a free right of way for the road and stations through all private property, requiring to be purchased, together with a guarantee of £20,000 sterling, per annum, for interest on the capital to be expended. The New Brunswick Government, according to public documents, have munificently made a corresponding Grant of the Crown Lands for ten miles on each side of the road, and a guarantee of £20,000 per annum; and the Government of Nova Scotia also a similar grant of five miles on both sides of the road, and £20,000 per annum. Thus £60,000 Stg. is granted for the yearly interest on the capital expended, should inadequate traffic returns require it, besides the princely Grants of Land to the Company. The Committee therefore appeal with redoubled confidence to their fellow-subjects to appreciate the efforts made for their immediate and indirect welfare, by participating, according to their means, in the benefits which will amply return to them on its completion; which will bring this Capital within thirty hours journey of the Atlantic, and multiply advantages too numerous to be detailed in a Prospectus.

The Committee feel confident, that with efficient management, the amount agreed to be called for will be ample to complete a single Line of Rail-road in a substantial and proper manner. The Coal Mines over which the Rail-road will run, offer facilities and inducements for the extension of the capital, which the Directors will increase as required, with the consent of the Shareholders, and the Scrip will be made at all times available. A daily Mail and Passenger Train will be established from Montreal, Quebec, and Fredericton, to Halifax and Chedabucto Bay; whence a line of Steamships will run weekly to Ireland, Milford Haven, or Liverpool; thus linking this road, as the GREAT HIGHWAY of North American intercourse, with Great Britain and the whole of Europe: and as the rail-cars shall brighten its iron surface by the acceleration of compensating rapidity, so will the chain of friendship

be strengthened between the Old Country and the New, by increasing and corresponding mutual benefits. A constant market will be open for shipments to and from Great Britain, the West Indies, and all other parts of the world; as well as to settlers along the Line.

Since the examination of the country for this Line of Road commenced, an enterprising Company has constructed an admirably-finished Line of iron Rail-road to St. Hyacinthe, on the way to Portland, being 30 miles of the proposed distance for this road; which, opened at Christmas, has been daily worked to profitable advantage, demonstrating to the most incredulous, that even the snow and rigour of a Canadian winter will not prevent a regular Mail and Passenger Train.

To disburse preliminary expenses, the certificates of allotment of Shares will be two shillings and sixpence each, payable to the Committee; and one pound per share must be paid to one of the Banks above mentioned, of which one month's notice will be given by the Directors; and, as it is intended for the outlay to embrace a period of five years, not more than one pound per share will be called for, each three months.

Applications for Shares (post paid) are requested to be made to the Committee, at their Office (for the present) at St. Lawrence Hill, corner of Fortification and St. Lambert Streets, Montreal, where the Book of Enregistration of Shares will be open daily from 10 A.M. to 4 P.M.

MONTREAL, 9th June, 1849.

FORM OF APPLICATION FOR SHARES.

SIR,—I request you will secure me Shares in "The Canada, New Brunswick, and Nova Scotia Railway Company," subject to the Prospectuses of the 28th February, and 9th June, 1849; the payments upon which I engage to make, as called for, and to sign the Book of Enregistration.

_____ *Signature.*

_____ *Residence.*

_____ *Trade or Profession.*

_____ *Date.*

To the Secretary of
THE CANADA, NEW BRUNSWICK, AND NOVA SCOTIA RAILWAY CO.,
Montreal.